

## Message Text

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ORIGIN EB-11

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FM SECSTATE WASHDC

TO AMEMBASSY ASUNCION

AMEMBASSY BRASILIA

AMEMBASSY BRIDGETOWN

AMEMBASSY BOGOTA

AMEMBASSY BUENOS AIRES

AMEMBASSY CARACAS

AMEMBASSY GEORGETOWN

AMEMBASSY GUATEMALA

AMEMBASSY KINGSTON

AMEMBASSY LA PAZ

AMEMBASSY LIMA

AMEMBASSY MANAGUA

AMEMBASSY MEXICO

AMEMBASSY MONTEVIDEO

AMEMBASSY PANAMA

AMEMBASSY PORT AU PRINCE

AMEMBASSY PORT OF SPAIN

AMEMBASSY QUITO

AMEMBASSY SAN JOSE

AMEMBASSY SAN SALVADOR

AMEMBASSY SANTIAGO

AMEMBASSY SANTO DOMINGO

AMEMBASSY TEGUCIGALPA

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E.O. 11652: N/A

TAGS: ETRN, MX

SUBJECT: CIVAIR - US AIR TRANSPORT POLICY OBJECTIVES  
TOWARD MEXICO

1. RECENT PUBLIC REMARKS BY MEXICAN DIRECTOR GENERAL OF CIVIL AVIATION AND PRESIDENT ECHEVERRIA ACCUSED US OF ATTEMPTING USE MEXICO TO CONTROL LATIN AMERICA AIR TRANSPORT, TO PRESSURE MEXICAN GOVERNMENT TO GRANT THE US RIGHTS TO FLY VIA POINTS IN MEXICO TO CENTRAL AND SOUTH AMERICA, DESCRIBING EACH ROUTING AS A SPRINGBOARD TO THE AREA FOR THE POWERFUL US AIRLINES, AND ALLEGING THAT SUCH OPERATIONS WOULD HAVE BEEN INJURIOUS TO THE INTERESTS OF THOSE COUNTRIES AND MEXICO.

2. SHOULD THERE BE INQUIRIES REGARDING US AVIATION POLICY OBJECTIVES IN RECENT NEGOTIATIONS WITH MEXICO RESULTING FROM THESE REMARKS MISSIONS MAY DRAW ON THE FOLLOWING AS APPROPRIATE:

3. AFTER SEVEN NEGOTIATING SESSIONS BETWEEN DELEGATIONS REPRESENTING THE US AND MEXICO OVER THE PAST FIFTEEN MONTHS IT BECAME APPARENT TO BOTH SIDES THAT THE COMPLEXITY OF THE ISSUES INVOLVED WAS SUCH THAT AGREEMENT COULD NOT BE REACHED PRIOR TO JUNE 30, 1974, WHEN THE AIR TRANSPORT AGREEMENT BETWEEN THE TWO COUNTRIES WAS SCHEDULED TO EXPIRE. ACCORDINGLY IT WAS DECIDED BY

MUTUAL AGREEMENT TO CONTINUE THE PRESENT ACCORD, WHICH DATES FROM 1960, UNTIL DECEMBER 31, 1975, SO THAT THERE MIGHT BE FURTHER TIME IN WHICH THOROUGH STUDY COULD BE DEVOTED TO POSSIBLE SOLUTIONS FOR RESOLVING THE ISSUES.

4. THE FACTORS WHICH MAKE AVIATION RELATIONS BETWEEN THE UNITED STATES AND MEXICO UNUSUAL AND UNIQUE STEM LARGELY FROM THE FACT THE COUNTRIES ENJOY A COMMON FRONTIER OF SOME 2,000 MILES. A TOTAL OF ELEVEN AIRLINES OFFER SCHEDULED SERVICE BETWEEN MEXICAN AND US POINTS  
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(SEVEN US AIRLINES, TWO MEXICAN AIRLINES, A GUATEMALAN AIRLINE AND A FRENCH AIRLINE). THE UNITED STATES CARRIERS SERVE NINE DIFFERENT CITIES IN MEXICO AND THE

MEXICAN AIRLINES OFFER DIRECT SERVICE FROM MEXICAN CITIES TO TWELVE MAJOR US CITIES AT THE PRESENT TIME. THIS EXTENSIVE PATTERN OF SERVICE OFFERED BY THE CARRIERS OF BOTH COUNTRIES NATURALLY REFLECTS LONG HAUL INTERNATIONAL

OPERATIONS, LONG HAUL DOMESTIC OPERATIONS, AND LOCAL SERVICE OR TRANS-BORDER OPERATIONS.

5. IT HAS BEEN THE OBJECTIVE OF THE USG TO NEGOTIATE AN EXPANSION OF ROUTE RIGHTS WHICH WOULD RATIONALIZE THESE DIFFERENT SERVICE PATTERNS ON AN ECONOMICAL BASIS CONSISTENT WITH THE PUBLIC INTEREST AND THE GROWING TOURISM MARKET IN MEXICO. TO THIS END THE US WAS PREPARED TO EXCHANGE CERTAIN EXISTING RIGHTS FOR OTHERS OF COMPARABLE VALUE AND TO EXPAND THE RIGHTS PRESENTLY ENJOYED BY THE MEXICAN GOVERNMENT IN EXCHANGE FOR A BALANCED EXPANSION OF US RIGHTS. THE MEXICAN GOVERNMENT, FOR ITS PART SOUGHT TO INCREASE SERVICE TO CERTAIN POINTS IN MEXICO WHERE TOURISM DEVELOPMENTAL EFFORTS ARE UNDERWAY.

6. IN THE NEGOTIATIONS JUST CONCLUDED BOTH THE US AND THE MEXICAN DELEGATIONS SOUGHT TO OBTAIN ADDITIONAL RIGHTS BEYOND THE OTHERS TERRITORY TO POINTS IN THIRD COUNTRIES. THE US REQUEST FOR BEYOND RIGHTS FROM MEXICO WAS NATURALLY RELATED TO THE GROWING MARKET IN THOSE COUNTRIES OF THE WESTERN HEMISPHERE WHICH HAVE ALREADY GRANTED RIGHTS TO THE UNITED STATES. NEW RIGHTS FOR DIRECT SERVICE BETWEEN THE US AND THESE COUNTRIES WERE NOT UNDER DISCUSSION. MEXICO FOR ITS PART REQUESTED BEYOND RIGHTS TO CANADA AND POINTS IN EUROPE. THESE RECIPROCAL REQUESTS FOR MULTI STOP SERVICES BEYOND EACH OTHERS TERRITORY REFLECT ONLY THE NORMAL REACTION TO THE PUBLIC DEMAND FOR SUCH SERVICES. MULTI STOP SERVICES INVOLVING FIFTH FREEDOM SERVICES HAVE BEEN OPERATED BY MANY CARRIERS OTHER THAN THE US IN THE CENTRAL AND SOUTH AMERICAN AREAS AND THE US INTEREST IN OPERATING SUCH SUCH SERVICES IS NEITHER UNUSUAL NOR ABNORMAL. THERE IS UNCLASSIFIED

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CERTAINLY NO ATTEMPT INVOLVED HERE TO DOMINATE THE MARKET OR PREVENT FAIR AND EQUAL OPPORTUNITY FOR OTHER CARRIERS IN THE AREA TO COMPETE FOR THE MARKET.

7. THE FAILURE TO REACH AGREEMENT DURING THE RECENT NEGOTIATIONS ON EXPANDED ROUTE RIGHTS FOR BOTH SIDES WILL OF COURSE DEPRIVE BOTH THE CARRIERS AND THE PUBLIC OF INCREASED OPPORTUNITIES FOR TRAVEL.

8. THE NEGOTIATIONS WERE AT ALL TIMES CONDUCTED IN A CORDIAL ATMOSPHERE REFLECTIVE OF THE RESPECT WHICH THE US AND MEXICO HOLD FOR EACH OTHER, AND WHICH IS CHARACTERISTIC OF THE CLOSE RELATIONS PRESENTLY EXISTING BETWEEN THE TWO COUNTRIES. KISSINGER

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